



Date: Harlingen, 11th of September , 2019 Our ref: LJ/19085

Dear Mr. Aponte,

Recently the Dutch government announced that it will continue to actively clear cargo residues from the MSC Zoë in the coming month. It is questionable if all costs will be reimbursed by the Mediterranean Shipping Company. Given the "polluter pays" principle, we find that remarkable. Other aspects in MSC's handling of the container disaster have also surprised us. Therefore we would like to meet you and explore how, following the container disaster, your commitment to the sustainable use of the seas can be put into practice. "Never waste a good crisis" is our motto in this respect.

As you know, on January 2, beaches, dune areas, salt marshes and tidal flats of the Wadden Sea region and large parts of the coastal zone of the North Sea zone were littered with rubbish and plastics. This mess came from the 342 containers that the MSC Zoë had lost in the night of January 1 to 2. Thanks to the direct, rapid and often voluntary efforts of many organizations and individuals, the area could be cleaned at first sight. At this moment it looks tidy, but it is not clean yet. Small plastic granules are still found during beach clean-up actions, such as the national Boskalis Beach Cleanup Tour in August. Regularly various items from the containers emerge from below the sand and fishermen regularly get rubbish in their nets. In January MSC firmly stated that it would continue to search and clean up "until the last container is found". But at the moment 47 containers are still missing and the costs incurred for cleaning up are only partially reimbursed.

The Waddenvereniging, Stichting de Noordzee and the co-signing organizations consider it high time that the Mediterranean Shipping Company takes concrete steps. We expect that the shipping company will not only generously compensate all damage, but will also invest in combating the long-term consequences and making container transport more sustainable. In addition, we urgently request that the routing of container ships be adjusted in such a way that vulnerable sea areas run less risk in the event of an accident. Given the special nature values of these areas, this could be achieved through additional regulations. But we would rather see the shipping companies voluntarily refraining from sailing on routes where shipping is at greater risk, such as the relatively shallow route along the Wadden Islands.

As mentioned, the discussions between the Dutch government and representatives on behalf of your shipping company do not lead to rapid settlement of the damage and reimbursement of costs.

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We believe that your shipping company should no longer hide behind hair-splitting lawyers. MSC, as a world leader in shipping, and as a company that feels committed to protecting the marine environment, is obliged to make a significant contribution to making container transport more sustainable. In addition to reimbursing the costs incurred directly as a result of the container disaster, we are thinking of investing in long-term research amongst other with regard to adjusting the routing, developing new disposal and clearing methods, and innovations in sustainable container transport. Before the storm season arrives again and without no doubt new garbage out of the containers will litter our beaches, we would like to discuss this with you. We look forward to your response.

Sincerely,
Floris van Hest, directeur Stichting De Noordzee
Lutz Jacobi, directeur Waddenvereniging

Also on behalf of

- Wetlands International, Jane Madgwick
- Seas At Risk, John Maggs
- Stichting Zeehondencentrum Pieterburen, Niek Kuizenga
- Visserijvereniging Ons Belang Harlingen, Barbara Holierhoek
- Visserijvereniging Hulp in Nood, Lauwersoog, Barbara Holierhoek
- Vereniging Natuurmonumenten, Arjen Kok
- Stichting Het Groninger Landschap, Marco Glastra
- It Fryske Gea, Henk de Vries
- Stichting WAD, Lenze Hofstee
- Vogelbescherming Nederland, Fred Wouters
- Vereniging Wadvaarders, Rob Leemans
- Doe eens Wad, Nienke Dijkstra
- Stichting Duik de Noordzee Schoon, Klaudie Bartelink

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